

# RACING NOTES

LAST week's correspondence in connection with these notes will, I feel sure, interest a great many people. Breeders—of horses and hounds alike—will acknowledge their indebtedness to Mr. T. F. Dale for the accurate information with which he supplies them, and Irish breeders in particular will, I feel sure, share my own interest in the fresh information given by the compiler of that invaluable work, "The Register of Thoroughbred Stallions," with regard to the pedigree of May Day and therefore of Shogun. I do not think that anyone can well study Mr. Dale's letter without being convinced—if they were not so before—that qualities, good and evil, are transmitted, not merely from one generation to another, but throughout a series of generations—a series indeterminable in length. Sometimes these hereditary qualities appear—or rather, reappear—prominently; at other times they remain latent; but the point is that, good or evil, they are liable to reappear at any time. That this should be so—can it be denied?—is in itself a very strong, so strong as to be to my mind unanswerable, argument against the admission of doubtfully, still more so of admittedly impurely, bred mares or horses to the English Stud Book. Still referring to Mr. Dale's letter, I notice that in dealing with the breeding of hounds he finds himself up against the self-same proposition which has puzzled, and will again so often puzzle, breeders of horses. Why, he asks, is it that one individual out of many bred and reared in the same way (he is alluding to own brothers and sisters, I gather) concentrates in himself the characteristics of the family? I do not know that I can give a very scientific answer, but I have what to my mind is a seemingly satisfactory explanation. It is this: I think that the transmission of individual hereditary qualities varies in proportion, to such an extent that at times a given quality or qualities may be completely overpowered, so to speak, by other qualities, and thereby be rendered latent, requiring time and opportunity to reassert itself, but it is there nevertheless. Here is an example which may roughly serve to illustrate my meaning. Of horses of modern times none, I think, possessed so much individuality as St. Simon, none has been so dominant in regard to his stock. Now, Collar—whose stock have won, and are still winning, races all over the world—is by St. Simon out of Ornament, by Bend Or out of Lil Agnes, and Bend Or was by Doncaster, a son of Stockwell. But neither in colour, make nor shape does Collar resemble St. Simon in the least, nor, as a rule, do stock got by Collar show traces—of outward appearance—of St. Simon. But every now

and again—I have in mind two clearly-marked cases—Collar does get a colt or filly unmistakably St. Simon in type, proving thereby that although he himself does not show it, there is in him—latent it may be, but there—some living portion of the qualities transmitted from his sire. Why the proportion of hereditary qualities transmitted should vary, especially in regard to own brothers and sisters, I do not know. It occurs to me, however, as being not improbable that age and the health at the time of one or other of the parents may be contributing factors. I am the more inclined to think that this is so from the fact that every now and again we do come across instances in which own brothers and sisters—I am speaking of horses—do turn out to be of equal merit—very nearly so, at all events. Florizel II. was not, it may be, quite so good as his two younger brothers, Persimmon and Diamond Jubilee, but he was a good race-horse, and, as we know, the other two were race-horses of the highest class—both won the Derby, the St. Leger and the Eclipse Stakes, among other races. We may perhaps find a less striking, but more recent, instance in the two own brothers, Louviers and Louvois. Louviers may

not have been a very high-class horse, but he could win races, and was only beaten by a head for the Derby. Louvois, his younger brother, won four out of six races last year, the Dewhurst Plate included, and by all accounts is likely to do even better this year.

A good many of us went to Sandown Park on the Thursday of last week for the particular purpose of seeing the American 'chaser, Highbridge, run in the Liverpool Trial Steeple-chase. The more so that on his first appearance in this country he had made a fairly favourable impression on the critics, for his jumping was big

and clean, and, backward as he then was in condition, it was not surprising that he should have failed—as he did—in the attempt to give 11lb. to such a useful 'chaser as Glen Heston. Since then three weeks had elapsed; the horse had done plenty of work, so that he might reasonably have been expected to improve on his previous running. But that, I think, is just what he did not do. He certainly did not jump so well, and at the end of three miles—that is to say, half a mile from home—he was well beaten. It is fair to add that it was a strongly-run race—it was run in 7min. 59 3-5sec.—and also that at Aintree Highbridge can meet on better terms several of the horses who finished in front of him last week. He will, for instance, have a pull of 8lb. with Covertcoat and 4lb. with Irish Mail, both of whom beat him. I doubt if this



W. A. Rouch.

MR. E. H. WYNDHAM (FIRST LIFE GUARDS) ON ANOTHER DELIGHT.

Winner of the Grand Military Gold Cup for the second time.

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W. A. Rouch. RATHLEA WINNING THE IMPERIAL CUP HURDLE RACE: SANDOWN PARK.

advantage in the matter of weight will serve him much, though he certainly should again beat Thowl Pin and Black Plum, whom he can meet on terms respectively better by 10lb. and 9lb. Horses do run in all shapes, but I cannot say that Highbridge at all fulfils my idea of what a 'chaser ought to be. Ringbones he has, but as they do not appear to trouble him, little more need be said about them. It is his general conformation that I do not like. Fairly good over the loins and quarters, he lacks reach and rein, is light in the second thighs and more or less "coachy" in his general appearance. His action, too, is round and clambering. I have, by the way, known horses—good stayers, too—with the same unpleasant style of going; in fact, my notion is that, in the Grand National, Highbridge will find himself outclassed.

Knowing that His Majesty intended to honour the opening day of the Grand Military Meeting by his presence, everyone who could made a point of going to Sandown on Friday. What a crowd it was, to be sure! The actual numbers I do not know, but it must have been pretty near a record attendance. And then, what a capital race we saw for the Cup! Very likely both Mr. Whitehead, who rode his own horse, Couvrefeu, and Captain O'Brien Butler, the rider of Mr. D'Arcy Edwards' Marena, think that with a little better luck they might have won the race; nor do I know that Captain Tomkinson was any too lucky with Razorbill; but, all the same, Mr. Wyndham and Another Delight both—horse and man—well deserved the hard-earned victory they gained for the second year in succession. Last year they won by a head, this year by three parts of a length. Whether Couvrefeu

would have stuck it out to the bitter end or not I do not know—there is no particular reason for thinking that he would not have done so—but it certainly was hard luck that he should have made such a blunder when leading by ten lengths. It was a bad blunder, and it may safely be said that more than one professional jockey would have failed to make so good a recovery as Mr. Whitehead did. Then, Marena was going well, very well indeed, when, as far as I could see, Razorbill bumped into and knocked her down on landing over the third fence from home, very likely taking something out of himself at the same time. Another Delight, by the way, made a mistake the first time round at the Stand fence, and very nearly got into trouble again at the last fence, but one. But there it was—Mr. Wyndham pulled himself and his horse together in great style, and well deserved the success which crowned his efforts. Fleeting Peace, a well-backed favourite for the race, ran badly. A good many people wondered, indeed, why Mr. McCalmont did not make more use of him, seeing that he had 28lb. the best of the weights; but it may well have been that if he did not go any faster it was because he could not.

For some reason or other, in spite of Mr. J. Buchanan's kindly warning, published in my notes, that it was very uncertain if it would be possible to get Wise Symon fit in time for Lincoln, quite a number of people persisted in backing the colt, and they have but themselves to thank for the loss of their money now that, with commendable promptitude, the colt has been struck out of the race.

TRENTON.



W. A. Rouch.

CAPTAIN G. PAYNTER ON JACK SYMONS WINNING THE PAST AND PRESENT HANDICAP STEEPLECHASE AT SANDOWN.

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**T**HERE can be few sites within a ten-mile radius of Charing Cross which present so many attractions as that of Ravensbury Manor. It has an air of seclusion altogether delightful, and the river Wandle meanders pleasantly through the grounds, and stretches a backwater through tall trees. That the merits of the place have been appreciated for at least fifteen centuries is clear from the Anglo-Saxon finds which have been recorded by its owner, Captain Bidder, in the solemn pages of *Archæologia*. Seventy-seven graves were examined, and yielded many typical objects which illustrate the art of the West Saxon inhabitants of Surrey. In Captain Bidder's house, now illustrated, is preserved a wealth of beads and brooches, buckles and knives, and among the finds was a charming tumbler of pale blue glass and of a curiously modern shape which suggests the Arts and Crafts Exhibition.

From the fifth century we must needs jump to the eighteenth, for by the river bank are the remains of the manor house of that period. Less than a century ago this was abandoned, doubtless because its construction was ill-adapted to resist the floods to which the Wandle was addicted, and a new home was built some distance away on much higher ground. Such ruins as remain suggest that the old house had some pleasant characteristics. Of late, Captain Bidder, appreciating the peculiar merits of the river-side, has built his new house there, but on the opposite bank and on much higher ground. The unusual placing of the house with reference to the Wandle Road and the odd shape which the garden has taken were due to the

desire to secure from the chief windows the pretty view along the course of the river. But for this the architects would have prepared to set it parallel with road and river. The



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FROM THE ROAD.

"COUNTRY LIFE."

desire to utilise the highest point above water-level also made it needful to put the house very close to the road and



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ACROSS THE RIVER WANDLE.

"COUNTRY LIFE."





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A TREILLAGE SCREEN.

"COUNTRY LIFE."



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FROM THE WEST.

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IN THE DINING-ROOM.

"COUNTRY LIFE."

to banish the motor-house to the far side of it. None the less, privacy has not been sacrificed, for an adequate wall divides the forecourt from the road, and no rooms of importance overlook that side. This is a case, however, where the exigencies of the site compel a disrespect of the usual practice with reference to sunny aspect. The living (and dining) room faces north-east and north-west, and the parlour north-west and south-west, by no means an ideal arrangement, but the best that could be done as things were. The plan generally marks Ravensbury Manor as a bachelor's home. The building is conceived in the quiet manner of the eighteenth century and is attractive, but it lies open to the criticism that height is over-emphasised in proportion to width. On the north-west front is laid out a pretty paved garden, from which the stable block



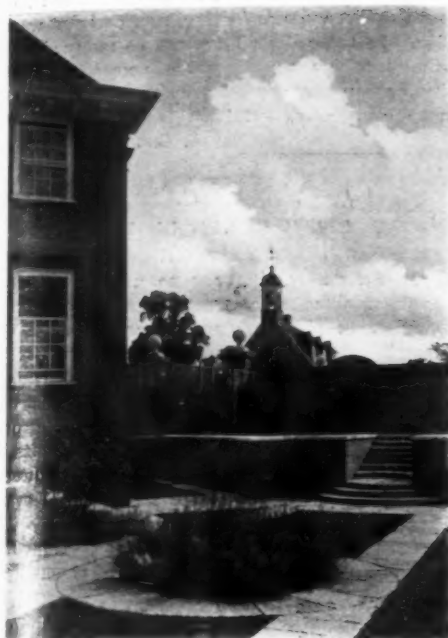
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REFLECTIONS.

"C.L."

with its lantern is seen to group well with the entrance gates. To divide this garden from the forecourt, very good use has been made of a treillage screen, a feature of garden treatment which is employed too little. Surrounding the paved garden and marking it off from the meadow, above which it is raised, is an attractive balustrade, seen best in our second picture, which was taken from the far bank of the Wandle. Advantage has been taken of the front door being at the internal angle made by the two wings of the house to provide an interesting dome-shaped porch. The inside of the house is plainly treated save for the dining-room, where charming panelling is interspersed with big romantic landscapes by Stansfeld, some in tempera and one in oil. It is impossible to exaggerate the increase in restfulness which comes from giving to pictures a definite part in the architectural treatment. a





STABLES FROM PAVED GARDEN.

extent, has a dignity which adds a certain fitness to the just use of the word. Mr. Porter and Mr. Newton have shown in the general scheme of the design a gift for overcoming the difficulties presented by a site of unusual character and hampering conditions.

W.

## KENNEL NOTES.

### FIELD-TRIAL MATTERS.

**I**N a little over a month the Kennel Club field trials for pointers and setters will take place on Mr. E. G. Pretymann's estates at Orwell Park, near Ipswich, with Lieutenant-Colonel H. S. Williams and Mr. A. E. Butter as judges. This year an effort is being made to give additional interest to the Brace Stakes by raising the first prize to £50, the second to £25 and the third to £10. Entries can be made for these or the All-aged Stakes up to the time of the draw at the Great White Horse Hotel, Ipswich, at 6.30 p.m. on April 15th. The Thirty-ninth Derby Stakes, of course, closed some little time back with an entry of seventy-two subscribers. A glance at the money offered in stakes will acquit the Kennel Club of any charge of niggardliness in dealing with gun-dog affairs, the total in the three events being no less than £295. Add to this another £125 for the retriever trials later on, and you get a fairly substantial sum. I believe

it is an open secret that the club is out of pocket over these trials, but, considering the object, no member grudges the outlay.

As a little amusement I have gone through the Stud Book list of last year's field trials for gun-dogs, twenty-four meetings in all, and I find roughly that over £2,400 was offered either in stakes or special prizes. One meeting does not mention

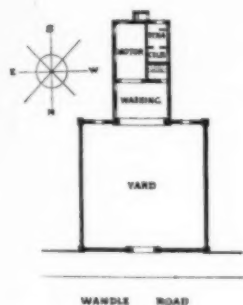
the amount, and in several instances the stakes, being dependent upon the entries, are not ascertainable without fuller particulars before one. It must be explained that a number of valuable challenge cups were also open for competition, the cost of which is not taken into account. These figures afford one some idea of the magnitude of the field-trial movement, and incidentally show, too, that a team of first-class dogs, trained up to the highest concert pitch, may prove a remunerative investment.

### GREAT EFFICIENCY.

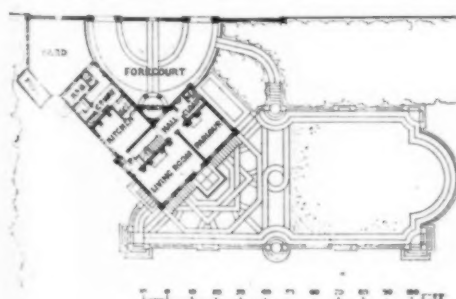
A question that inevitably arises in the mind of the practical shooting-man is: "Whither is all this effort tending? Is it producing beneficial results, or merely manufacturing circus animals, dependent almost entirely upon the skill of their handlers?" The point is not a new one, having been discussed time after time. How would the great runners at these meetings acquit themselves in the course of a day's work without the aid of the man who has broken them to understand every inflection of a whistle or sign of the hand? The general impression left on my mind after conversing with men of both schools is that the ultimate effect must be beneficial for several reasons. Just as with horse or cattle showing, the ordinary man cannot look to win prizes at the Royal or other important fixtures, but the general average of merit may be raised appreciably, every kennel that is consistently worked with a view to field-trial performers helps to improve the species. If the tests exacted are not practical, if they are so designed that the flash animal wins over the solid, sound dog, the judges are at fault, and not the system, and the remedy lies with these gentlemen, who, after all, are practical men, with the experience to guide them as to what is wanted in the field. If a number of dogs, highly trained year after year for many canine generations, are unable to improve the all-round worth, the laws of heredity are all false. It can scarcely be said that all these remarkable characteristics are acquired, and therefore not transmissible. For an animal to perform even clever circus tricks—assuming for the sake of argument that some of these are circus tricks—denotes a higher order of intelligence than that possessed by many of his fellows, and if this can be bred for from generation to generation, the cumulative effect should be of the utmost value.



ENTRANCE PORCH; RAVENSBURY MANOR.



RAVENSBURY MANOR:  
PLAN OF SITE  
AND  
GROUND FLOOR.



### THE BREEDING SEASON.

Leaving this interesting line of speculation, one may, perhaps, be allowed to say a few words on the question of breeding generally. I take it that the same principles govern our operations whether our aim is to produce field-trial champions or bench winners. The first are mainly concerned with improving highly-specialised instincts, the others more or less with enhancing merely physical attributes. In a sense, the task of the gun-dog man is the easier, as he has fewer points with which to concern himself, while in

breeding for looks we may have a dozen, some of which are almost self-contradictory. Such, for example, is the effort to get a long head to go with a short back. There is no doubt about it that if success is to reward our endeavours we must do a lot of hard thinking. The chuck-it-and-chance-it system of mating comes off occasionally as regards immediate results, but the man or woman who wants to establish a strain that will bring fame must look beyond this. Contenting himself, perhaps, with apparently indifferent results for a generation or two, he will all the time be storing up certain qualities which, in his opinion, are desirable, and which may best be reached by neglecting to-day in the hope of the morrow's success. How many, I wonder, have a really definite idea in their minds as to what they want, and the best road to travel in order to get it. It seems to me a useful plan to set out with the ambition of first producing well-balanced dogs and bitches, nicely proportioned, and with no glaring faults; then to consider carefully the outside strain that may most safely be introduced for the sake of getting certain features in perfection that at present are only moderate. Presumably, one would resort to a family that had for generations been noted for the beauty of these features, provided it possessed no qualities that were objectionable from our standpoints.

If we have money, plus knowledge, the materials upon which we wish to work may be had ready made, without the trouble and loss of time involved in breeding for them. We are simply making use of the brains of others. Unfortunately, in attempting to do this, such a lot of people manage to back the wrong horse and see all their carefully-made calculations miscarry through a little weakness of which they were unaware. Most beginners make the bad mistake of mixing up the different strains too much, drawing upon four or five prominent kennels instead of recognising the value of line-breeding, the necessity of which has been so ably shown in this paper by "Trenton" in connection with the breeding of race-horses. By those who wish to breed prize animals a thoroughly scientific study of heredity should be taken up; but there are so many people who prefer to get a little uncertain knowledge by haphazard, ill-conducted experiment, rather than sit down and make themselves masters of the elementary laws of their subject. We know of many breeders, worthy painstaking and often

moderately-successful people in their way, to whom the work of Mendel is meaningless, and they pass by great success for want of a little knowledge. In these days there are so many simple books on heredity that total ignorance is quite inexcusable; it is true that the facility for applying general principles to particular cases is not given to everybody, but it is a gift essential to the breeder.

A. CROXTON SMITH.

## POLO NOTES.

### THE "COUNTRY LIFE" SALTS IN EGYPT.

THIS tournament was played at the Khedivial Sporting Club, Cairo, on Monday, January 20th, 1913. These cups were given, like those presented to the Indian Polo Association, in the Coronation year of George V. While the conditions of the tournament were left entirely to the polo committees of the respective countries to which the cups were offered, yet it was suggested that the Salts should be played under handicap. This was arranged for in India and in Egypt, and in both cases with satisfactory results. In Egypt the "salts," which are beautiful reproductions of the best period of the silver-smith's art, are very much appreciated, and the tournament was a great success.

Twelve teams were entered: The 3rd Dragoon Guards, "A," "B" and "C"; the Gordon Highlanders, the Devonshire Regiment, the Army Service Corps, and the Staff represented the Garrison. Other teams were the Quidnuncs, for whom two players well known in England played—Captain Tomkinson and the Duke of Penaranda; the Tortoises, the Ragamuffins, the Busy Bees and the Remnants.

The result was that the Staff, a strong team (Captain Jamesley, Major Blair, Captain Spencer-Smith and Major Fitzgerald), won by nine goals to eight. This team was the top-weight of the handicap, and, winning by a single goal, justified the handicap committee. It is also to be noted that in other teams which won their ties, the 3rd Dragoon Guards' "A" and the Gordon Highlanders, the Commanding Officers, Lieutenant-Colonels Smith-Bingham and Mirache, were playing.

## O'ER FIELD AND FURROW.

### THE PYTCHLEY.

IF we meet these hounds on a Wednesday we shall find a big crowd, and if we search into the past records of the Hunt we shall find that the popularity of the Wednesday fixtures is entirely justified by the tale of sport told there. I am by no means inclined to praise the past of fox-hunting at the expense of the present, but I do think that the Pytchley Wednesdays must have been better when there was no wire and no railway. No doubt, too, Dick Knight was not wrong when he thought the canals then recently cut a terrible drawback to hunting. There must have been a wonderful sense of freedom when the grazing-grounds of Northamptonshire stretched out before the sportsman, and there were few fences save the boundary ones or the bullfinches which were allowed to grow for shelter for the cattle and for winter fuel. They did not jump so often as we do, perhaps. Dick Knight and the first three Lords Spencer would have considered the country in its present state "pewy." But almost every fence was an opportunity for distinction; there were comparatively few easy fences to warm us up, and each barrier required some resolution. However, the past is over, and it is quite good enough to be alive and riding to hounds in the twentieth century. There is grass under-foot, horses and hounds are better than ever, and a huntsman who is worthy to stand with the best of his predecessors. The sport last Wednesday from Walcote was not wonderful, but very pleasant. The scent might have been better, foxes a shade more enterprising, and the earth-stopping was, as in an early season it should be, in favour of the foxes. But the country was, as always, pleasant to ride over, and the going perhaps as good as it has been this season. Stanford to Misterton was the longest point, but it is, as all will agree, excellent riding-ground at any time, except for wire in parts.

### THE CATTISTOCK.

This pack has a bit of country in the Blackmore Vale, and they have made the best possible use of it this season. Once before, starting from well inside the Cattistock territory, they ran an eleven-mile point, finding themselves eighteen miles distant from the starting-point of the morning. There was no such point on Wednesday, but they had more of the Vale. It is a grass country for the

most part, but wants a driving pack full of courage to make the most of it, for the fences stop hounds, and when one sees the coverts, not big, perhaps, but strong, and the hairy doubles, one understands why the Master likes a big strong hound for his work. Naturally, where there are small coverts and strong hedgerows, foxes require to be pushed along. On Wednesday the Cattistock were practically running all day. The first run, from Westwoods, was hard on the horses. All went well, and it was a capital Vale hunt until hounds turned uphill after passing through Cochranes. Who that has ever hunted with these hounds has not felt his heart sink within him as, with a horse not too fresh and one only for the whole day's work, he sees and hears, for they soon disappear, the pack climbing up? Of course, hills do stop hounds, but, still, they seem to get up so easily, while we labour the ascent and wonder how much further the horse will last when we reach the top. I never feel as if I have enjoyed a run if I have to stop in the middle, and cannot be content to recollect I have had a gallop unless I see the whole. However, horses are better stayers than we give them credit for being, and at the top, not so very near hounds, but by no means out of the run, we follow to Up-kerne Wood, and there is a turn in our favour as hounds swing round, stream away towards Minterne and turn once more for the Vale and hunt on, killing cleverly at Hillfield. If we have ridden with judgment, we shall be able to take part in the even better run that follows. Forty minutes, by way of Chetnole to Sievers. There was a long check, and it was quite clear that with a long ride it was time to turn back; but I heard that they went on at a great pace with a fresh fox.

### THE QUORN.

The company was better than the sport with the Quorn at Shoby Scholes on Monday. The ground was just in that state of which we only say that it is not fit to ride or jump—that we shall "trot about and see what goes on—better than staying at home, at any rate"; but when hounds run, we see people ride to hounds as usual. All resolutions were scattered to the winds when a fox jumped up not far from Grimstone Station, and hounds, close to his brush, screamed and raced for a short distance. The fox soon found a refuge in the Master's own park at Saxelbye. Then another outlier was found, but it was still freezing. Horses could not keep their feet, and Captain Forester gave the word for home.



**LORD FORTESCUE AND THE DEVON AND SOMERSET.**

No one speaks with more authority on hunting and county matters in Devon than Lord Fortescue. He has given an authoritative answer to some accusations of cruelty against the Devon and Somerset. The fact is that for the sake of the Hunt and the farmers the herd must be kept within limits. Stag-hunting is immensely popular in the West, not only because the people, high and low, love the sport, but also for the prosperity it brings to the whole neighbourhood. The consequence of the popularity of the Hunt is that the red deer are well preserved and the herd is apt to grow beyond the number the forest has means of supporting. So the herds have to be reduced in numbers, and they are caught by a very ancient plan of driving them into a net with a few hounds. This has nothing to do with the regular hunting, when, as always, every chance of escape is given to, and often successfully accepted by, the hunted deer, especially by the hinds, who are full of subtle resource.

**LORD EGLINTON'S.**

I hear with regret that Lord Eglinton has some idea of resigning the Mastership of the family pack, founded by the late Earl in 1861. This was a private pack, which was kept at the expense of the Earls of Eglinton until, a few years of increasing expenses caused them to accept a subscription.

**A SCIENTIFIC HUNTSMAN.**

I have heard people argue about the value of the huntsman in contributing to our sport. But while watching Thatcher making bricks without straw and a run on a day on which there was only the least possible scent, I thought how much, especially in the Shires, the huntsman has to do. There are those who advocate leaving hounds alone as much as possible, and I agree that if this were done more, a larger number of foxes would be killed in rough or plough countries. But if it were possible for other reasons to leave hounds alone in a grass country, I doubt if they would do as well. Scent, though warmer, is more evanescent on the grass than on the plough. To run well, to run fast and to kill their foxes, hounds must be helped by the huntsman's intuition of the line or actual knowledge of the run of his foxes. There are times when hounds would, so to speak, drop hopelessly behind the scent if they were not held to the line, pressed onwards and sometimes lifted. I never knew a huntsman do any real good in a grass country who could not lift his hounds and induce them to put their noses down afterwards. This is why nearly all the great huntsmen have been men of notable character, for they had that influence over and sympathy with hounds which enabled them to take liberties. My point is that with a hard-riding following to please and from the nature of the scent, hounds require and pay for more help in grass countries than is necessary elsewhere; consequently, we find that sooner or later the ablest huntsmen of the day are to be found in the Shires. There are days when anyone could hunt hounds; there are times when no one can; but there are many occasions when the clever huntsman shows us sport when, but for his gifts, there would be none at all. Twice within a week Thatcher has made a good hunt for the followers of Mr. Fernie's Hounds in this, one of the poorest scenting periods I can recollect. The outlier they put up near Burton Overy could never be pressed, but he was hunted steadily. At first the fox twisted about, going to Carlton and coming back from Langton to Kibworth. Thus he was always in a good country of big pastures and strong yet jumpable fences, and, we may add, not inconvenient gates. Hounds hunted patiently, and the huntsman kept them on the line until at last they worked up to him, and hounds drove

him along sharply for ten minutes and caught him in a cottage garden. This was so far better, in that it was finished by a kill, than the other fine example of the huntsman's art a few days earlier, from Alexton right into the cream of the Cottesmore country. But the Alexton hunt (hounds met at Horninghold) lasted for three hours—not fast, of course—and ended by the intervention of fresh foxes in Launde Park Wood. In the course of this hunt an observant follower might have seen some of the very best of the Cottesmore grass and a pack well handled by a huntsman who knew every yard of the country, since it was there that Arthur Thatcher made his name in Mr. Hanbury's mastership.

**THE COTTESMORE.**

It was announced, after the Hunt meeting last Thursday, that Mr. R. E. Strawbridge had been appointed as successor to General Brocklehurst. Mr. and Mrs. Strawbridge have been regular visitors to Melton for some seasons past. They came, I believe, from America, and they have all the keenness and thoroughness which characterise the American sportsman. The appointment is a popular one, and one thing is quite certain—that the Hunt servants and the Master will be very well mounted. There is in Great Britain one other American Master, Mr. Isaac Bell, who has

made the Kilkenny as famous as in the days of Sir John Power. Mr. Strawbridge has the good fortune to succeed to one of the best countries in England, and one where the difficulties of the Master are as few as any. There is a large and regularly paid subscription. The new Master will have the responsibility of appointing a huntsman to succeed the late Tom Isaac. On Tuesday morning a fox, a pack of hounds and three fortunate men who had secured a good start raced away for some seven or eight minutes from Peake's Covert to a drain under the Somerby Road. In spite of the recent frost the ground rode to perfection, but all that the majority saw was the heads of the fortunate ones as they rose at the fences almost in line, as at the finish of a well-contested point-to-point. Whatever happened afterwards, these men at least had had a good day. There was a great deal of hunting afterwards, but foxes were changed and scent deteriorated. Once again, however, hounds hunted fast past Leigh Lodge over a delightful bit of country, but were steadied by a flock of sheep, which foiled the line. The pack carried on into Launde Park Wood, but there were, as usual, several fresh foxes, and the hunted fox, believed to be a well-known customer, escaped.

**MR. FERNIE'S GREAT HUNT.**

There are two letters before me, one from the Quorn, speaking

of a most excellent day's sport on Friday, when hounds hunted all day, had two good hunts of thirty and forty minutes respectively, two scurries to ground and were stopped miles away from their kennels beyond Berry Gorse, in the Cottesmore country, in the evening. But this rather takes a secondary rank, in our estimation, when we read of Mr. Fernie's hunt. They met at Slawston. From the well-known covert on the hill they ran down to the Welham Flats, over this at a capital pace to Langton, a trying ride for the best of men on the pick of their stable; but for the majority, as hounds ran, there were other methods of seeing a hunt over this line. I never remember to have run across to Foxton by the way hounds went, and that is very familiar ground. The pack worked back, still coming right-handed, over those great big fields below Kibworth, and eventually this good fox escaped. A fine horse-shoe-shaped run, seen by a few, followed. Hounds ran from Golorston to Hallaton, Goadby, Noseley and Shangton in a little over thirty minutes. The pace and country could not be beaten. X.



P. H. Adams.

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MR. STRAWBRIDGE, MASTER OF THE COTTESMORE.





#### THE NEW SCHOOLS' COMPETITION AT BISLEY.

By ALAN R. HAIG BROWN, C.O. O.T.C. CONTINGENT,  
LANCING COLLEGE.

THE new competition for Public Schools at Bisley is somewhat on the lines advocated by COUNTRY LIFE. The latter's admirable scheme for miniature range work has shown to what a high standard boys can be brought in snap-shooting, rapid fire, practice at natural objects none too distinct, and also in the most important matter of fire-direction by a leader. At Bisley this year, on the day preceding the Ashburton, the schools will attempt some new conditions with the Service rifle. These, briefly, are: Five shots snap-shooting at two hundred yards (five seconds' exposure of targets); five shots in a minute at five hundred yards. Sighting shots are allowed, but no slings or aperture sights, and the targets are to be the same as those in the Queen Mary's. These conditions, of course, do not go so far as those of the COUNTRY LIFE Trophy, but it becomes necessary to realise that here we are dealing with a Service weapon and a Service charge, and no longer with a .22. Moreover, the experiment is a new one, and if successful may lead to greater developments. In considering, however, the possible extent of the latter, we must clearly understand the limitations of the Public School. For my own part, I should like to see a hundred boys from every school competing in a competition which combined fire and movement and which was nothing more nor less than an attack practice with ball ammunition. That is the logical outcome of any attempt at altering the Ashburton Shield conditions, and, if we reduced the numbers for some of the smaller Public Schools, a possible outcome—with practice. With practice a boy can do anything with a rifle, but practice for any such ambitious scheme as I have proposed is impossible save for the very few schools which are in a position to use a field-practice range. And again, granted such a range at one's very doors, the many and varied interests of a Public School would not admit of its use, except on the rarest occasions, by any considerable numbers. Few people realise the congested time-table of the modern school-boy both in the classroom and out of it.

With the miniature range matters are very different; practice can be got in at any spare moment of the day; the ground, so to speak, is on the premises, and that is why the COUNTRY LIFE Competition is so advanced and popular and why it is likely to continue so. To attempt really advanced exercises on the open range without considerable training, time and practice would, in the case of boys, be to court accidents. The new competition, therefore, at Bisley will train no more shots than does the present Ashburton Shield match. It will, however, accustom them to methods more in keeping with military work, and, as doing such, is excellent. It will teach boys to fire quickly, to depend on themselves, and to realise how, either in war or sport, a fleeting chance is often the only chance vouchsafed.

I say this without prejudice to the existing conditions of the Ashburton Shield. I am entirely in favour of the new competition as an addition to the latter, but not instead of it. As matters now stand, if we are but able to have eight or ten men on the range we may as well train them to hit a soup-plate at five hundred yards, which most of them can do. They learn a great deal by this slow and exact deliberate shooting; a really good shot under Ashburton conditions quickly adapts himself to all the circumstances of firing. Moreover, on the day of the actual competition, nerves, steadiness, knowledge of the theory of shooting and brilliantly accurate marksmanship win. These are all good things to get out of a boy. There is no fluke in the winning of the Ashburton, conditions are the same for all; they need not be in a snap-shooting and rapid-fire competition. The former is not complete in itself in these days of advanced interest in military matters; the two competitions together are very nearly the limit of our possibilities with schoolboys and the Service range. I am not narrow-minded on this matter; if ever it seems possible to have conditions "as in war," then let us have them; until that day let us amplify the Ashburton Shield Competition, not destroy it, for, after all, it is the only competition in the world which has ever attracted half a hundred schools together on the open range.

I am very glad that the sling is not to be allowed in this new match, for no soldier or sportsman will ever find it practicable to use one except under very special conditions. A sling is for carrying and not for shooting purposes, and I should be glad to see it banished from the Ashburton as well. The aperture sight is a very different matter; I am sorry that the use of the aperture sight is to be disallowed, and I regard the step as retrogressive from a military point of view. Those of us who have used this sight for sport and target know that it is unique in the advantages it bestows upon the firer. It should be the war-sight of the future; the army which uses it against another equipped with the more primitive U will be at a tremendous advantage. Its adaptation to the hardships of service is only a matter of time, and rumour has it that the difficulties have already been overcome and that it is to be used with the new Service weapon. When I was at Hythe a year or two ago recruits were being tested with it with remarkable results. Some of the armies of the world have already adopted it. Why, then, this persistent distrust of it? As the sight first appeared it was an abomination, only fit for firing at black and white targets; as it is now, one can pick up a rabbit against a background of dead bracken; the sight has developed; with brains it can be made simple and rigid enough for the rank and file, and every encouragement should be given to gun and rifle makers to experiment in this direction, if the secret has not already been found, which I believe is the case. Conditions of war, by all means, as near as we can get to them with our limited possibilities, but let us be certain that they are the conditions of the next war and not those of Waterloo.

#### GAME-FARMERS AND THE GAME GUILD.

THE letter of "Game-farmer" in the Shooting columns of this paper on March 1st is deserving of every attention on the part of the general shooting public, of all game-farmers themselves and of the Game Guild and its Shooting Sub-Committee, to which especially it is addressed. It is the honourable game-farmer, equally with the purchaser of his goods, that the Guild and its Shooting Sub-committee exist to protect, and it is most essential that there should be full confidence between them and that they should work in harmony. There is every disposition, on both sides, to do so, and the one thing needful is to find the best means of co-operation. Perhaps this cannot be arrived at better than by a frank expression of opinion from both sides, such as the letter referred to initiates. At the recent meeting of the Guild's committee a number of game-farmers were in attendance, and their views were specially invited. It is therefore evident that the Guild desires to meet them in all ways possible, and there is little doubt that much may be done for the purity of sport by their harmonious working.

#### EAGLES AND GROUSE.

The letter of a correspondent in our issue for March 1st on the subject of eagles and grouse may remind readers of the many letters which we published a little while ago on the possibility of keeping herons and trout as neighbours. It is to be feared that there must always be this collision of interests where grouse moor and deer forest adjoin in those districts where there are eagles. Of course, when our correspondent writes that he reckons that he loses five hundred brace of grouse every season through the eagles, he is probably not to be taken to suggest that the birds of prey actually destroy anything like this number. It is that they spoil the drive when they work over the ground. Even a heron itself will do this, in the fear that instinct teaches the grouse of any big thing in the air above them.

#### A SCHEME FOR RINGING GROUSE.

We are informed of a letter which is being put into circulation among tenants and owners of grouse moors asking them to co-operate in ringing some of the grouse on their moors with the view of getting some further light of value on the life-history of the bird. The scheme is under the auspices, as the circular letter states, of "an influential body of owners and tenants of Scottish grouse moors," and the chief points which they hope to determine by means of the ringing are questions of the migrations of the birds, the average age to which they live, alteration in the plumage and

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## Rudge Multi

STURMINSTER NEWTON.

19th February, 1913.

DEAR SIR,

The mechanic you sent to see my Rudge Multi 5-6 h.p. I am thoroughly pleased with and without doubt thoroughly understands his work. When first casting his eye over the machine he put me in mind of an expert jockey judging his mount and knowing his mount's points. He said he would guarantee to take four up on my side car up St. John's Hill, Shaftesbury, average ten stone apiece about. Locally they discredit it. I don't. He put my machine in order and took me over the worst hills locally I could find, including St. John's Hill, Shaftesbury. I noticed in negotiating that hill he had eight notches still to spare in the gate gear, and when doing the last corner of the hill he was driving it not less than 20 miles an hour. The grade of this hill locally is supposed to be 1 in 4 at two of the bends. I have driven motor cars through Dorset, Somerset, Devon, and Cornwall, but your Rudge Multi 5-6 h.p. would take any hills in the four counties mentioned easily at 20 miles an hour.

Thanking you for sending me your mechanic to give me a few tips necessary and at the same time remedying the defects caused by person or persons tampering with the gate gear which is now perfectly right. I think if you could make a catch to lock up the gate gear if left at hotels, so as gate gear could not be moved, it would save novices future difficulty.

(Signed) C. S. HENDER.

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varying liability to disease at different ages. The editor of *British Birds*, Mr. H. F. Witherby, who has organised a considerably wide-ranging system of ringing different kinds of birds, is taking charge of this scheme, which is to apply especially to the grouse also, and stamped rings for the purpose may be obtained on application to him at 326, High Holborn, where also full information on the subject may be obtained.

#### SOME PRACTICAL DIFFICULTIES.

There is not the least doubt that if there should be any general response to this appeal it would be likely to lead to considerably increased knowledge of the habits of the grouse, and so should in the end be of much practical value to the owners and tenants of the moors; but there are some obvious difficulties in the way of its accomplishment, and it is perhaps uncertain whether shooters or their keepers are likely to take sufficiently "long views" to allow it to be carried into very general effect. The young grouse begins to run in the heather after its mother very soon after hatching, and keepers do not care to disturb the moor much at this time. However, we hope that they may see their way to ringing a few young birds in the outside nests of moors distributed

over as large an area as possible, and in that case it is to be expected that we may get some valuable records. Added to the information that the Grouse Disease Commission has amassed, and has summarised in its report, we may soon begin to think that we are making long strides in our knowledge of the grouse's history. We have grave doubts, however, whether the practical difficulties will not be likely to defeat this ringing proposition.

#### CORRESPONDENCE.

##### WORKING UP A PARTRIDGE-SHOOT.

SIR,—It would be interesting if some of your readers will give their experience of trying to protect partridge nests from foxes. I have not found any protection the partridge will put up with that makes her even moderately safe. A limited number of foxes and partridges can exist together, but if more than an average number of foxes are in the neighbourhood, keeping down vermin and leaving a good supply of rabbits seem useless. A fox will kill the hen and scatter the eggs for devilment, not hunger.—G. MARTIN.

An article on "Flying Cormorants" by H. Hesketh Prichard will be found on pages 333—335 (illustrated), and letters in "Correspondence" on "The late Lord Burton's Twenty-pointer" from Allan Gordon Cameron, Frank Wallace and J. G. Millais.

## THE DESIRABLE SAFE.

IT is a remarkable fact that, in spite of the intelligent consideration that has been brought to bear upon almost every branch of architecture at the present time, provision is rarely made for anything in the shape of a burglar-proof or fireproof strong-room, even in large houses. The muniment-room, which was a regular feature of mansions of a bygone day, has no place in modern buildings; even the strong chest which formed part of the equipment of more modest households has disappeared, and those which have been preserved are no longer put to practical use. It may be argued that the need for so safeguarding family possessions has been abolished to a great extent by the systematic police surveillance which is now observed even in remote country districts, and by the improved lighting of roads and streets. The seventeenth and eighteenth century householder certainly had to rely upon his own vigilance to protect his goods, but, on the other hand, policing and lighting, the introduction of patent locks and electric alarms, have simply called into existence a more intelligent type of burglar. The cracksman of to-day is generally a very clever rogue indeed, equipped with most efficient tools, and working by methods which not infrequently defy the efforts of Scotland Yard to circumvent them.

Nor is this all. From the point of guardianship the burglar now has far greater opportunities than he had in the past. Then the average householder spent the greater part of the year in his own home. Now he spends much of it elsewhere. Increased facilities and lessened expense in travel, both by land and sea, have made long journeys a matter of small moment. People talk light-heartedly to-day of wintering in Egypt or the West Indies, to whom fifty years ago the journey to Brighton would have been an important undertaking. Sport claims far more attention than it did; and the fact that women as well as men are prepared to go far afield in pursuit of a favourite pastime all tends to leave the care of the house more and more in the hands of servants. Even the nature of that care has changed. The old family retainer to whom his master's interests were as his own has disappeared, and his mantle of responsibility does not sit well on the shoulders of his successor. It is a noteworthy fact, too, that modern servants are extraordinarily careless in the matter of fire. In the days when the interior supports of the house were of timber, and wooden staircases converted the upper storeys into veritable death-trap, in case of a conflagration, while the water supply was rarely adequate, people took heed of their ways in handling "lucifers" and lamps. Now a plenitude of exits, of fire-extinguishing appliances, and perhaps the knowledge that the house and furniture are insured, seem to provoke carelessness on the part of the domestics, and fires are of far too frequent occurrence. It will be argued, of course, that no one keeps valuables in the house nowadays; that in the absence of the owners plate and jewels go to the bank or safe deposit, where title-deeds and such things find permanent custody, and that the need for providing safe storage in the house does not exist. But is this altogether true?

Of family papers and heirlooms, no doubt, it is; but time have changed with regard to portable property, as well as everything else. In the matter of jewellery, for instance, every woman, apart from family jewels, which, of course, are well looked after, possesses far more than her mother ever dreamt of. Formerly, jewellery was reserved for evening wear, and important pieces only saw the light on state occasions. Now some of it is worn on every

occasion, in the daytime as well as at night, and the fashionable woman must have harmonious gems to accompany her various gowns. It is impossible, therefore, for her to send it all away. She is needing it constantly, and it must be readily accessible; but as long as it is merely kept in portable cases, it is a powerful temptation to the burglar and a source of danger to its owner.

Then, again, we entertain far more than we used to, and in quite different manner. The long visitation of august relatives is a thing of the past. Modern folk prefer to entertain their friends, and the tendency of visits is to be short and frequent. The advent of motor-ing, too, has rendered every hospitably-inclined household liable to sudden incursions. All this necessitates the constant use of silver which formerly would have reposed at the bank, except for occasional intervals.

Even our postal arrangements have some bearing on the matter. The average man, especially the business man, is constantly receiving letters and documents of importance, or even personal correspondence, which demand privacy, and yet which must be preserved for reference. To have to recall them every time they were wanted would be irksome and cause much delay; at the same time, a drawer or despatch-case is not too great a protection against prying eyes, nor will the strongest lock save them in case of fire; and things of this kind are often irreplaceable.

In view of these facts, and of the lack of provision in the modern house or flat of anything in the nature of a fireproof strong-room, it is extraordinary how few people, comparatively speaking, appear to think a safe an essential part of the household equipment. Yet the few general instances we have cited will show how necessary it is, and individual requirements will multiply them a hundredfold. There is a feeling, perhaps, that even a safe is not always infallible; but it may be claimed for the up-to-date burglar-proof safe by a good maker that it is really burglar-proof, and the fireproof safe fireproof; for the manufacture of safe-steel has been brought to such a pitch of perfection as to defy the attacks of the hardest drill in the one case and, owing to their ingenious construction, the hottest fire cannot injure the contents in the other. It has been urged that a safe is an ugly thing at the best and apt to become an eyesore if introduced into a small house where it cannot be altogether hidden from view. Formerly a coat of paint of some innocuous colour was the only remedy for this drawback; but now that the most utilitarian furniture is brought into line with the general scheme of decoration as a matter of course, safes, too, may be obtained in cabinets made in a variety of beautiful woods, carved or otherwise decorated so as to be in absolute harmony with the apartment in which they are placed. Nor need they be cumbersome. A safe, say, 27" x 20" x 21" will hold an astounding amount of valuables, and its weight alone will safeguard against its being removed. One of this size can be accommodated even in a modern flat. For plate, a larger size will be necessary, of course, and it is desirable, though by no means necessary, that this should be fitted and baize-lined. The price is no very terrible matter. That of a small safe anywhere near the dimensions we have suggested need entail little outlay, and even where the largest size and most elaborate finish are desired, it is certainly in no way commensurate with the security ensured by its use.



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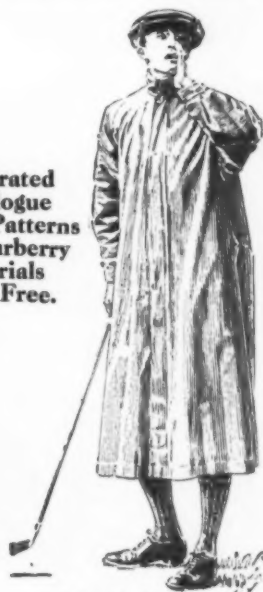
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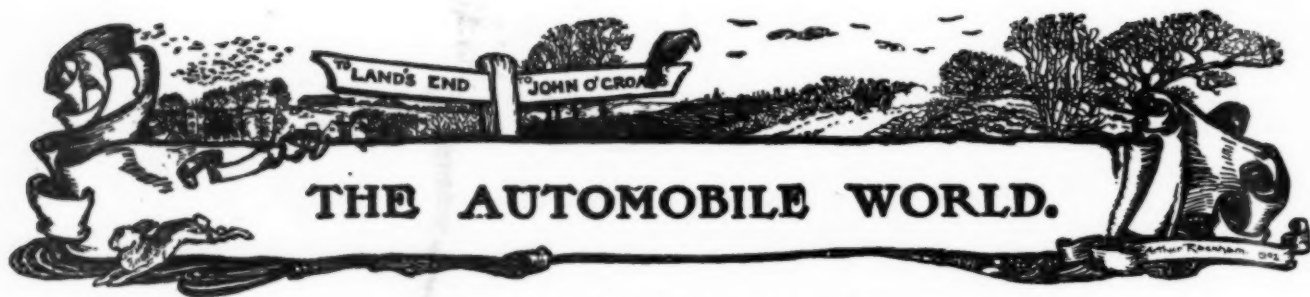
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### SOME MOTORING ACCOUNTS.

THERE are comparatively few motorists who have more than a vague idea as to the exact amount per annum that their cars cost them, directly and indirectly, for the reason that the keeping of proper motoring accounts is the exception rather than the rule. Many owners make a note of petrol consumption, tire costs and repairs bills, which, together with the wages account, make up the major portion of the year's expenses; but it is rare indeed to come across a motorist who has kept over a period of years a precise record of every detail of expenditure which is attributable to the ownership of a car. It was, therefore, with considerable interest that we recently perused and dissected a motoring ledger kept with minute exactitude for nearly four years. The motorist was a lady, who in 1908 disposed of her horses and carriages and, with little or no assistance in the way of advice from male friends, embarked on the purchase of a car. Her selection, a 20 h.p. chassis by a first-rate French maker, and a limousine body by a leading London coach-builder, was a wise one. A successful motoring career was further assured by the engagement of a thoroughly experienced driver, who had handled several cars of the same make, and who was a first-rate mechanic, and therefore competent to undertake all repairs which did not require special tools and appliances. The happy combination of a good car and a good man was doubtless responsible for the very low cost of repairs here shown. The chassis, in fact, never saw the inside of a repair shop, the driver himself undertaking overhauls while the body was being painted and varnished from time to time. In this connection we may mention that the car was always maintained in a very smart condition, and that necessary expenditure was never grudged, although needless extravagance was carefully avoided. The owner's headquarters

were in London, but, as will appear presently, the car was largely used for tours abroad and in the United Kingdom. These added considerably to the annual expenditure, and we have, therefore, shown under separate heads the cost of steamer and railway tickets, driver's board and lodging, garage for the car and other incidental expenses which only arise when on tour.

The capital outlay amounted in all to £1,080 9s. 4d., made up as follows: Chassis, £600; body, £289 17s. 1d.; sundry fittings and spares, £40 19s. 7d.; trunks of various kinds purchased during the first year, £27 15s. 8d.; and alterations to stables, £21 17s. The two last-mentioned items seem unduly high, but a very complete outfit of trunks and boxes was rendered necessary by the large amount of Continental touring. Most London stables could probably be adapted for a motor-car at little or no expense beyond the fitting of a work-bench. The driver, we may mention, was paid £2 10s. a week and given the free use of the rooms over the garage, together with electric light and coals. At first he was not allowed any assistance as a rule while working in London, but from the middle of 1911 onwards he was given 5s. a week for a man to help with the washing and polishing. When on tour he was provided with free board and lodging without deduction from his wages, and was also allowed a free hand in regard to engaging assistance.

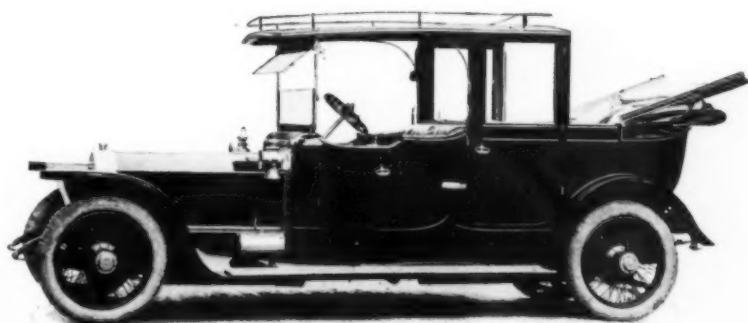
The car was delivered in the middle of June, 1908, and sold in the spring of 1912 for £375, so the question of depreciation is easily dealt with. The difference between the original cost of the car and the sum for which it was disposed of is £572, which works out at, roughly, £150 a year. The accounts for the first six months contain no record of the cost of water, electric light, coal, etc., for the owner's garage, but the item appears in following



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The following firms are appointed as Retailers of Rolls-Royce cars in London: Messrs. Barker & Co. (Coachbuilders), Ltd., 66-68, South Audley St. W. Messrs. Charles Jarrott, Ltd., 35, Sackville St., W.



years, and can be roughly calculated for 1908 if necessary. A distance of 5,260 miles was covered between June 18th and December 31st, 1908, the tours undertaken including about seven weeks on the Continent, which accounted for two thousand five hundred miles. The expenditure for the six months was as follows:

	£	s.	d.
Petrol (471 gallons) .. .. .	31	13	0
Lubricants and carbide .. .. .	7	2	10
Wages .. .. .	70	14	7
Repairs .. .. .	3	8	2
Tires .. .. .	60	1	4
Insurance, licences and subscriptions .. .. .	21	12	0
Liveries .. .. .	26	3	0
	220	14	11
Hotel expenses of driver and garage for car while away from home .. .. .	32	19	10
Transport of car and driver .. .. .	9	10	0
	£263	4	9

Three new tires were fitted in December, so that the cost of tires for the six months is fairly represented by the actual

the car was sent by train to its destination instead of travelling by road. The expenses for the year were as follows:

	£	s.	d.
Petrol, 509 gallons .. .. .	32	0	1
Lubricants and carbide .. .. .	6	9	8
Wages .. .. .	132	13	4
Repairs and sundries .. .. .	19	15	0
Tires .. .. .	109	2	10
Insurance, licences and subscriptions .. .. .	26	7	2
Liveries .. .. .	2	15	11
Electric light, water, coal, etc. .. .. .	10	6	8
	339	10	8
Driver's expenses and garage while on tour .. .. .	33	3	0
Transport of car and driver .. .. .	34	8	4

£407 2 0

The distance run in 1911 was 6,725 miles. One foreign tour was undertaken, consisting of a month in France, during which time a distance of about 1,700 miles was covered. A month was spent at the carriage-builders in the spring, when the whole of the body-work was overhauled, repainted and varnished



THE DE DION BOUTON COMPANY'S DEMONSTRATION CARS.

With the exception of the 14 h.p. the whole of the firm's models for 1913 are represented above.

expenditure in covers and tubes over and above those supplied with the car. The fuel consumption works out at a little over eleven miles to the gallon, and the cost varied from 10d. to 1s. in London to as much as 2s. 8d. a gallon abroad. The item of liveries included coat, cap, etc., for a footman whose wages, however, are not taken into account, as his services were only occasionally required with the car.

During the year 1909 a distance of 9,345 miles was run, nearly five thousand miles being covered abroad, and the fuel consumption improved to 13½ miles to the gallon, a total of 697 gallons being used. The tours undertaken included two months on the Riviera, the car being sent out and back to the South of France by road, a fortnight in Devonshire, and seven weeks in Holland, Germany and France. The various expenses for the year were as follows:

	£	s.	d.
Petrol (697 gallons) .. .. .	50	3	3
Lubricants and carbide .. .. .	11	8	10
Wages .. .. .	132	13	4
Repairs .. .. .	9	1	10
Painting and varnishing and body repairs .. .. .	21	8	9
Accident .. .. .	5	14	6
Tires .. .. .	133	7	11
Insurance, licences and subscriptions .. .. .	22	1	8
Liveries .. .. .	11	3	0
Sundries .. .. .	5	9	0
Electric light, water, coal, etc. .. .. .	11	1	11
	413	14	0
Driver's expenses and garage while on tour .. .. .	61	8	4
Transport of car and driver .. .. .	23	6	2

£498 8 6

The following year, 1910, showed a considerably reduced mileage, the total distance run being only 6,082 miles, partly owing to the fact that the car remained idle for ten weeks in the spring while its owner was abroad. During this time the chassis was thoroughly overhauled by the driver. Several tours in Scotland, Ireland and Wales, however, were undertaken, and the car did some hard work in the two General Elections of the year. The touring and transport expenses were, therefore, very heavy, in spite of the comparatively small mileage, as on several occasions

at a total cost of £51 2s. 11d. At the same time the chassis was overhauled by the driver. The annual bill was made up as follows:

	£	s.	d.
Petrol, 597 gallons .. .. .	33	13	0
Lubricants and carbide .. .. .	7	12	0
Wages .. .. .	137	11	6
Repairs and sundries .. .. .	6	10	4
Repainting, varnishing and overhauling body .. .. .	51	2	11
Tires .. .. .	89	16	7
Insurance, licences and subscriptions .. .. .	24	8	0
Liveries .. .. .	14	4	0
Electric light, water, coal, etc. .. .. .	11	9	4
Fitting shock absorbers .. .. .	7	15	0
Trunk covers .. .. .	3	0	0
	387	2	8
Driver's expenses and garage while on tour .. .. .	24	8	2
Transport of car and driver .. .. .	12	18	0

£424 8 10

Taking the grand totals over the period of three and a-half years, we find that a distance of 27,412 miles was covered, at a cost, excluding the special expenditure incurred while touring, of £1,361 2s. 3d., which works out at within a small fraction of a shilling per mile. If depreciation is added at the rate of £150 per annum, the total cost comes to 16½d. per mile. The tire bill works out at just under 3½d. a mile, but this is a trifle lower than the reality, as the period was begun with a brand-new set of covers and tubes, whereas at the end of 1911 the tires were in a half-worn condition. On the other hand, foreign touring always makes for high tire costs, owing to the increased speed at which one travels and the bad roads which are met with in some parts of the Continent. The item for repairs, as we pointed out at the beginning of the article, is exceptionally low, owing to the fact that the driver was fully competent to carry out a thorough overhaul of the car, whenever required, with only occasional assistance in lifting the cylinders and other jobs which need more than one man. Against this must be placed the somewhat high wages he received, so that the saving under this head is not so large as appears at first sight.

# THE SUPER-MILEAGE TYRE



## THE SIRDAR

The tyre that does not easily cut.  
The tyre of rare economy.  
The tyre that will not burst.  
The tyre that does not lose its studs.

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815 x 105	— 1 8 4	5 18 2	6 11 5	1 7 0
820 x 120	— 1 13 1	7 0 9	7 5 10	1 9 8
870 x 120	— 1 15 10	7 12 9	7 19 2	1 14 0
895 x 125	— 2 0 5	8 15 2	9 4 5	2 12 4

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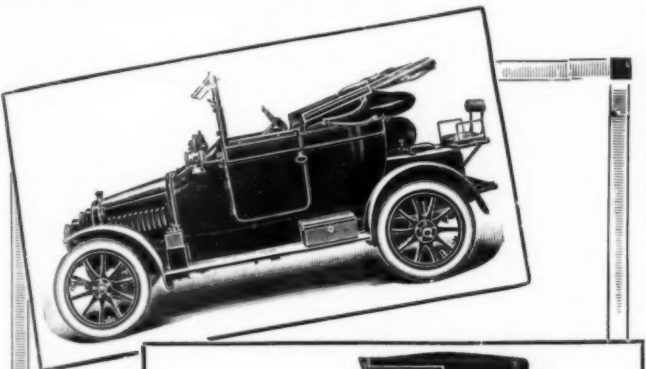
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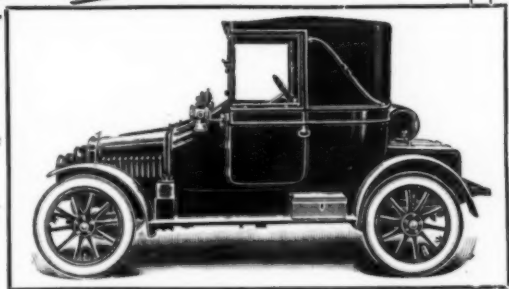
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From 10 h.p. to 65 h.p.  
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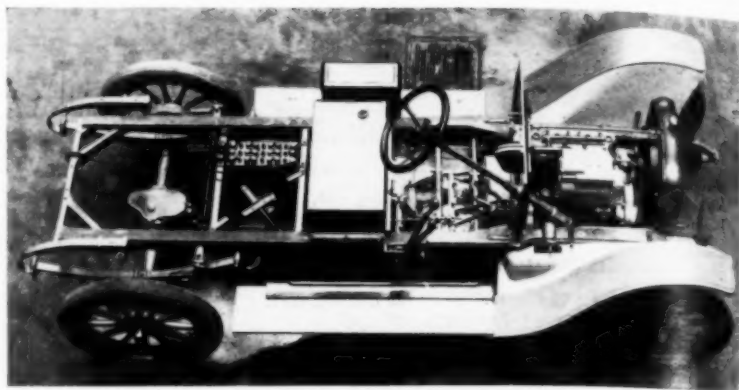
High-Class Motor Bodies Designed and Built for all makes of Chassis. 127, LONG ACRE, W.C., AND 10, OLD BOND ST., W.

To start your car from the seat—what does it really mean? ♣ How many people look upon a "self-starter" as a fad, or at best an unnecessary luxury? ♣ Yet how few motorists will buy a car a year or two hence that is not equipped with an efficient and reliable self-starting device? ♣ The White self-starter is not in the way—it goes under the bonnet. ♣ It lights the lights, and the White lighting set will give more and better light than any lighting set on the market. ♣ Just investigate that—it's easily proven. ♣ The White self-starter has about 1½ horse power, and will by itself turn the engine of the car for half-an-hour, no matter how cold the weather or how long the car has been standing. ♣ Come and see that for yourself. ♣ Best of all, it's fool-proof. ♣ There is no volt-meter or ampere-meter on the car. ♣ You cannot overcharge the battery. ♣ How is that?—That is its secret. ♣ That is where the White self-starting and lighting system radically and fundamentally differs from any and all other electrical self-starting devices. ♣ If in London, take the Hampstead-Charing Cross tube, and alight at a station called Mornington Crescent. ♣ By walking fifty yards down Arlington Road you will come to Carlow Street, and once there you cannot miss the White-Coleman factory. ♣ It's big—really big—you won't miss it. ♣ If coming by taxi or motor you will run to the north end of Albany Street, right at the corner of Regent's Park, and Carlow Street is not two hundred yards distant. ♣ You will be glad you have spent the necessary time to come—once you have seen the White self-starter. ♣ It's unique. ♣ Come anyway—whether or not you are a buyer. ♣ We are always glad to show it to those who are interested in the progress of motor car manufacture.

## CARS ON THE ROAD: THE 20—30 H.P. WHITE.

FROM the early days of automobilism the American White cars have always borne a good reputation among English motorists, though there are probably few who still remember the consistent reliability of the 10 h.p. steamers of this make in the 1903 trials and other events at the beginning of the century. To-day, steam as a motive power for pleasure vehicles is as extinct as the dodo, or nearly so, and the White Company, recognising the irresistible trend of fashion, some years ago adopted the petrol engine for all their standard models. Of these, the 20—30 h.p. is the only one with which motorists in this country are acquainted, but it has been on the English market sufficiently long for its many excellent qualities to be appreciated.

It is nearly two years since we drove one of the first specimens of this model imported by Mr. Frederic Coleman, the makers' European representative, and it was therefore with considerable interest that we recently availed ourselves of an opportunity of making an extended trial of one of the latest cars from the White factory. That the makers are keeping abreast of the times is shown by the fact that they fit a self-starter which, so far as our experience goes, is thoroughly satisfactory and as effective as any device of the sort at present on the market. The apparatus consists of a motor generator, a switch and a storage battery. The latter is made up of nine cells, slung from the frame below the floorboards of the rear part of the body, and therefore readily accessible. The motor generator is bolted to the off-side of the engine and geared to the magneto shaft by means of a silent chain. At engine speeds up to about two hundred revolutions per minute the apparatus acts as a motor, so long as it is provided with current from the battery. Above that speed it automatically becomes a dynamo and supplies the cells with current. The switch, a substantial affair placed on the dashboard within easy reach of the driver, has three positions. Pulled right back, it cuts out both the dynamo and the ignition magneto. In the middle position the magneto is firing, but the motor generator is cut out and therefore out of action. In the third or forward position both magneto and motor generator are operating.



THE LATEST 20—30 H.P. WHITE CHASSIS.

To start the car it is only necessary to turn on the petrol and push the starting-switch right forward, when the motor turns the engine over at a good rate of speed until it commences firing. The switch is then brought back to the midway position. On the road, it matters little whether the generator switch is left in the "on" or "off" position, though we believe it is usual to cut out the generator when running slowly in traffic. It is essential, of course, to keep the battery well charged, and this result is easily attained, as the output of the dynamo is considerable. We tested the self-starter many dozens of times, and never found it fail or even falter. In fact, we believe that the capacity of the cells is sufficient to turn the engine continuously for half-an-hour or to light the car lamps for seventy-six hours.

Not the least advantage of a self-starter of the White type is that it provides ample current for lighting purposes, and the whole apparatus is so simple, with an entire absence of automatic switches and cut-outs, that any failure of the lamps seems hardly within the bounds of probability. The wiring system on the White is free from complication, and the row of little button-switches on the dashboard controlling the various car lamps and a plug for an inspection lamp with flexible connection is one of the neatest fittings we have seen in connection with any similar installation.



### FURTHER MOTOR CAR TYPES. No. 15. The Speedwell.

Up to the year 1906 the outside chain-drive method of transmission was quite common, but, as the "type" this week shows, it was being superseded by the enclosed axle drive, either worm or bevel. This Speedwell car shows also a rear entrance tonneau, though as a matter of fact the superiorities of the side entrance were being gradually appreciated. It may be news to recent adherents to motoring that as far back as the year in question motor cars had developed a speed in excess of 2 miles a minute. This performance was accomplished on January 29th, 1906, at Ormond Beach, the driver being Demogeot. Actually the speed worked out at the rate of 122½ m.p.h., the

two miles being covered in 58½ secs. Needless to say the tyres were Dunlops.

So much for speed; now for reliability. At the commencement of the year a Humber car was started on a 5,000 miles trial by Mr. Wright, of Lincoln, to be completed in a month. Once again Dunlops were used, and once again they proved that the choice was right. Quoting from *The Autocar*: "The Dunlop tyres, too, had come through magnificently . . . Considering the tremendously long stretches of newly-laid metal over which the tyres had been driven, and often at night, we think that here again the result was most satisfactory." Present-day users think the same of their Dunlop tyres.

# DUNLOP TYRES.

FIRST IN 1888: FOREMOST EVER SINCE.

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1906





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over any other make.

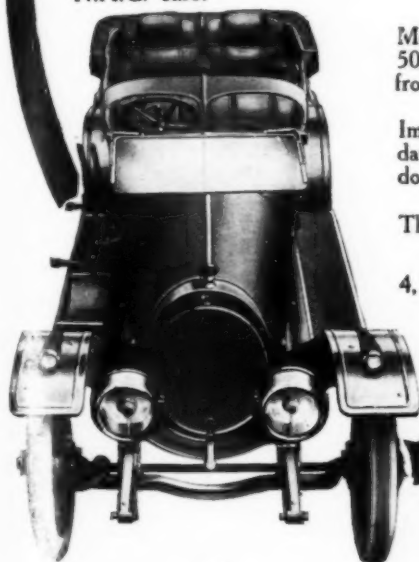
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and efficiency, together with mechanical design,  
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The owner of a Charron may  
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a car which will do its work  
silently, speedily and well, not  
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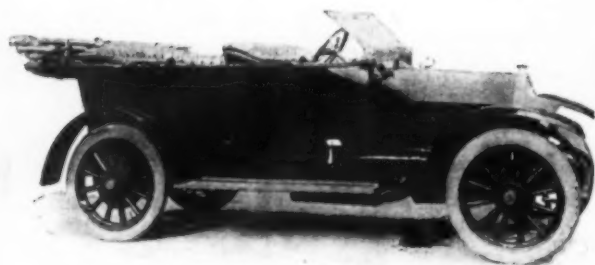
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**It's no use  
crying over  
spilt milk**

**I**n other words it's no good grumbling when the car is on the road with punctured tyres. But don't spill your money next time.

Don't forget the lesson. **GET**

# 'AVONS'

and prepare for your run free of all dread of tyre punctures and mishaps.

Striking tribute to their "staying powers" are continually being received.

"Over 19,000 miles on an AVON"—so ran a recent testimonial.

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"Rubber,  
Melksham."



Have YOU tried our GOLF BALLS? Avon 2/-, Nova 1/3, Arc 1/- (several types).

The car itself has not undergone many material alterations, the design being of a simple and straightforward character. The four-cylinder monobloc engine has a bore of 95m.m. and a stroke of 130m.m., and large ball bearings are used for the crank-shaft. The lubrication is a combination of forced feed and splash, and the ignition, which is quite distinct from the self-starting apparatus, is by high-tension Mea magneto. Neat



cover-plates encase the valve stems and tappet gear. The clutch is of the leather-covered cone type, with light springs beneath the leather, which is secured in place in such a manner as to facilitate its removal and replacement when necessary.

Four forward speeds, controlled by a lever working in a somewhat unusual type of "gate," are provided by

THE WHITE ENGINE-STARTER AND LIGHTING DYNAMO.

the gear-box, which is suspended on the three-point system. A somewhat unusual feature nowadays of the gear-box is the provision of a direct drive on the third speed. We have always maintained that this arrangement has some important advantages, and we believe that it was only the abuse of the indirect fourth speed by many drivers that led to its abandonment by a number of makers. The White should really be regarded as a three-speed car with a high-g geared fourth speed for use in the open country, where it must result in a considerable saving of fuel and reduced wear and tear on the engine. Both foot and hand brakes act directly on the rear wheels, the former being of the band type and the latter of the internal-expanding type. The brake-drums are of large diameter and width and the braking is smooth and very powerful. Three-quarter elliptic springs are fitted to the rear of the chassis, and the minimum road clearance is 10in., the latter feature rendering the car very suitable for use on rough roads and in the colonies. The wheel-base is 9ft. 2in., and 880m.m. by 120m.m. Dunlop tires are fitted to back and front wheels.

In the course of three days we drove the car a good many miles, and were much impressed by its power and general liveliness. Its hill-climbing qualities are of the first order, and it was very seldom that we found it necessary to change below the direct third. In fact, one might run for a whole day over ordinary "give-and-take" roads and never find occasion to use the gear lever even in traffic, as the engine is remarkably flexible. The clutch action is delightfully smooth and the steering well up to the modern standard of lightness. Mention should also be made of the comfortable Cann body, which is very smart in appearance and finished in a manner rarely to be seen in standard coachwork. The cost of the car, with a very complete equipment, including the self-starter, five electric lamps, dashboard light, electric horn, Warland dual rims, with spare rim and tire, speedometer, bulb horn, number-plates and a full outfit of tools, is £595, a figure which makes the 20-30 h.p. White well worthy the attention of motorists in search of a powerful car at a moderate price.

### THE INTERNATIONAL TROPHY FOR MOTOR-BOATS.

THE interesting announcement is made that the Royal Motor Yacht Club have received a formal challenge from the Automobile Club of France for this year's contest for the British International Trophy for Motor-boats. The trophy, it will be remembered, was won back from the United States last summer by Mr. Mackay Edgar's 600 h.p. racer, Maple Leaf IV. The Americans immediately challenged for this year's races, so that a keen contest should be witnessed next August. It is stated that the French representatives will be Vonna, a 10-metre hydroplane built by





## The Three Leaders Of The Country

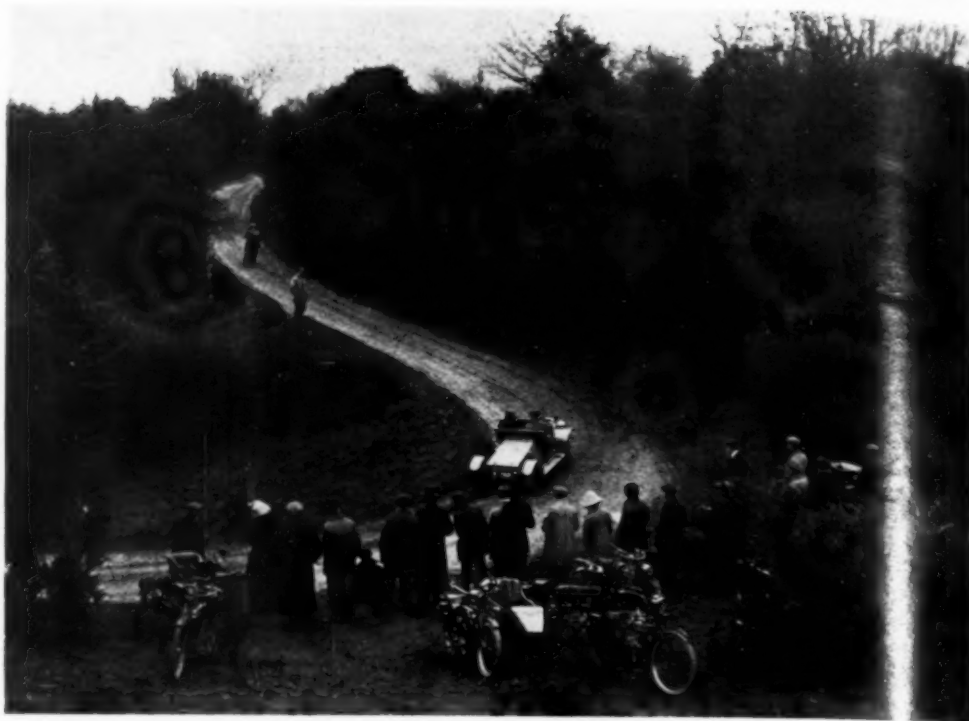
Michelin Tyre Co., Ltd., 81, Fulham Road, London, S.W.

No. 1. Political Series.

Messrs. A. Tellier and Co., with Clement-Bayard engines, and owned by M. Emile Dubonnet, and Despujols, an 3½-mètre racer owned by M. Despujols of the Club Nautique de Nice. The American team is not likely to be selected for some months to come, as a number of fast boats are being built in the States for the eliminating races, which will be held to enable the American Club to choose its representatives. Little is known as yet in regard to the British defenders, but several boats are under construction.

#### TRIALS FOR CAR-LIGHTING INSTALLATIONS.

The growing popularity of electric lighting for motor-car use has led to the introduction of a number of installations of various types, but up to the present little information has been available as to which form of apparatus is most satisfactory in use and best able to withstand the wear and tear of work on the roads. In order that purchasers may be afforded some guide when making their selection, COUNTRY LIFE recently offered a cup of the value of £50 for the best electric car lighting installation in an R.A.C. Certified Trial, and the club has now issued the regulations for the competition. These provide *inter alia* that the distance run upon the road must be not less than 2,000 miles, and that all five lamps shall be alight at the same time for at least six hours each day. The certificates granted will show a full description of the equipment, the wear of the parts during the trial and their condition at its conclusion, the behaviour of the installation at different car



THE A.C.U. TRIAL.

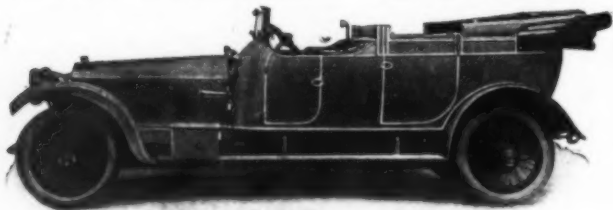
Scene at the hairpin bend on Ranmore Hill.

speeds on the various gears at Brooklands, and the convenience of the adjustments of the dynamo and the control of the lamps. Any equipment which completes its trial before October 13th, 1913, will be eligible for the prize.

#### THE AUTO-CYCLE UNION'S SPRING TRIAL.

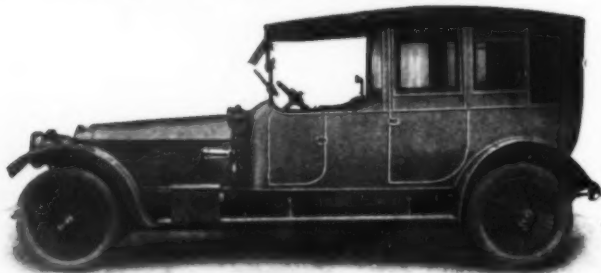
On Saturday last the Auto-Cycle Union held an interesting one-day reliability trial for motor-cycles and cyclecars over a one hundred and twenty mile course, starting and finishing at Dorking. The route selected included a number of difficult hills

## Rolls-Royce Chassis BARKER BODY



Barker Cabriolet open.

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The World's Best Car.**



Barker Cabriolet closed.

**N**EARLY 100 of these high-grade cars can always be seen being fitted with Barker Bodies to order at our London Works. Complete cars for early delivery.

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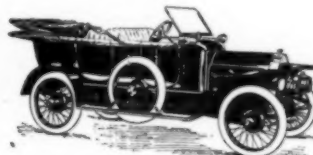
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ELEVEN HORSE POWER  
CAR** should be seen by all  
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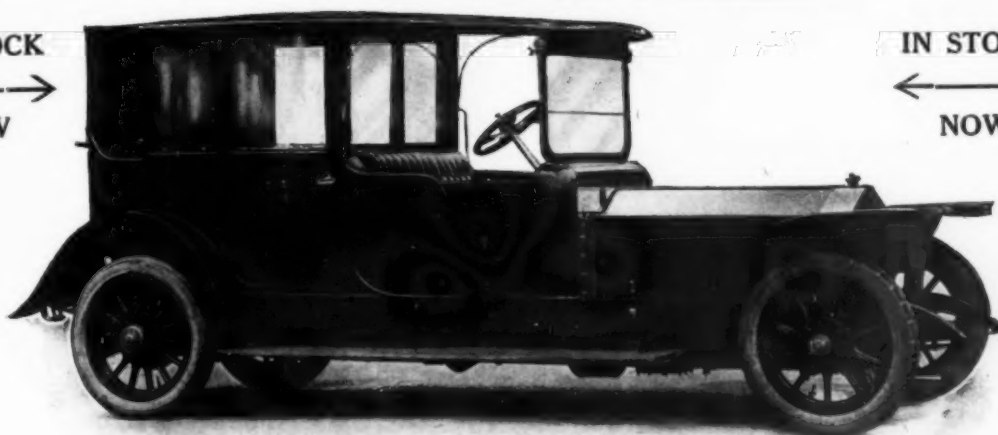
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READY FOR IMMEDIATE DELIVERY

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12/16 h.p. Sunbeam Cabriolet (3 weeks)  
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15 h.p. Crossley Coupe (6 weeks)  
15 h.p. Napier Three-quarter Landaulette (3 weeks)  
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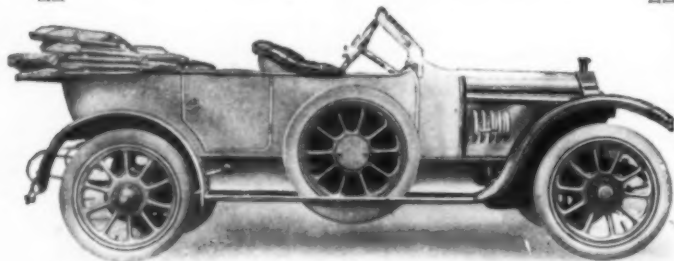
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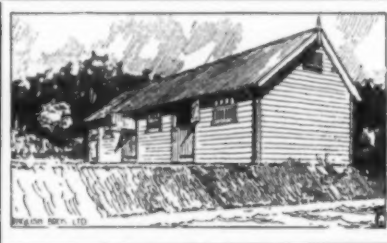
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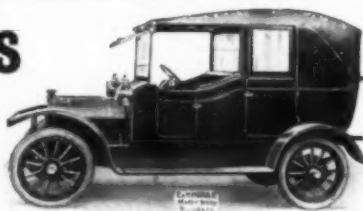
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and took the competitors through Shere, Guildford, Charterhouse, Haslemere, Cranleigh and Ewhurst. The officials of the union seem to have displayed considerable ingenuity in mapping out the course so as to include most of the severe gradients in the district, and it says much for their belief in the efficiency of the cyclecar and side-car combinations to have asked them to surmount such steep ascents as Pebblecombe Hill, Ranmore Hill, Coombe Bottom, Merrow, Crocknorth and Pitfold. Over one hundred and fifty entries were received, and the vast majority of the machines completed the trial successfully, though the chances of some of the competitors were spoiled by overcrowding on the steepest hills early in the day.

### CABMEN AS CAR-OWNERS.

There is no gainsaying the fact that the future of the taxicab lies with the owner-driver. Men who own the cabs they drive are far more considerate and well-behaved than those who are employed by the great companies, and within the last months they have more than quadrupled in number. This being the case, one notices a very interesting development, namely, the way in which manufacturers are catering now for the man who wishes to become the owner of the cab he drives. Prominent among such firms is F.I.A.T. Motors, Limited, of 37, Long Acre, W.C., who are arranging to supply a large number of Fiat taxicabs on exceptional terms to owner-drivers. These cabs have already been in use in the metropolis, and consequently meet with the requirements of Scotland Yard, as well as being thoroughly dependable. Moreover, they will be overhauled and repainted, and the company will take the responsibility for getting them approved by the police—which is always necessary after any such alteration. These taxicabs are supplied upon very acceptable terms, the price complete being but £250, of which from £75 to £100 only need be paid down, the balance being distributed over a period of from twelve to eighteen months, according to circumstances. In cases where the purchaser prefers to buy outright the company allow a substantial rebate, a corresponding deduction being made also if the owner wishes to complete the bargain at any time within the period allowed for the extended payments. The coachwork is put in first-class condition, and the chassis are guaranteed to be in every way suitable for use in London under licence from Scotland Yard.

### ITEMS.

It is a curious fact that during the winter months there is only one road by which a motor-car may be taken into Italy namely, the coast road from Nice *via* Mentone. The western frontier between France and Italy is hemmed in by the Alps, the north-west is similarly guarded by the Swiss mountain ranges and the north is completely cut off by the mountains of the Austrian Tyrol. Snow-clad ranges, therefore, completely enclose the land frontier of Italy in the winter, and travellers by road are driven to employ the single route mentioned.

Messrs. De Dion Bouton (1907), Limited, inform us that they have decided to undertake the construction of their own coachwork. A plot of land has been acquired facing the main Edgware Road, between four and five miles from the Marble Arch, where body-building and general repair works will be erected.

The first meeting of the Brooklands Automobile Racing Club will be held on Easter Monday, March 24th. The provisional programme consists of six events for cars and three for motor-cycles, including the first handicap for cyclecars and side-cars.

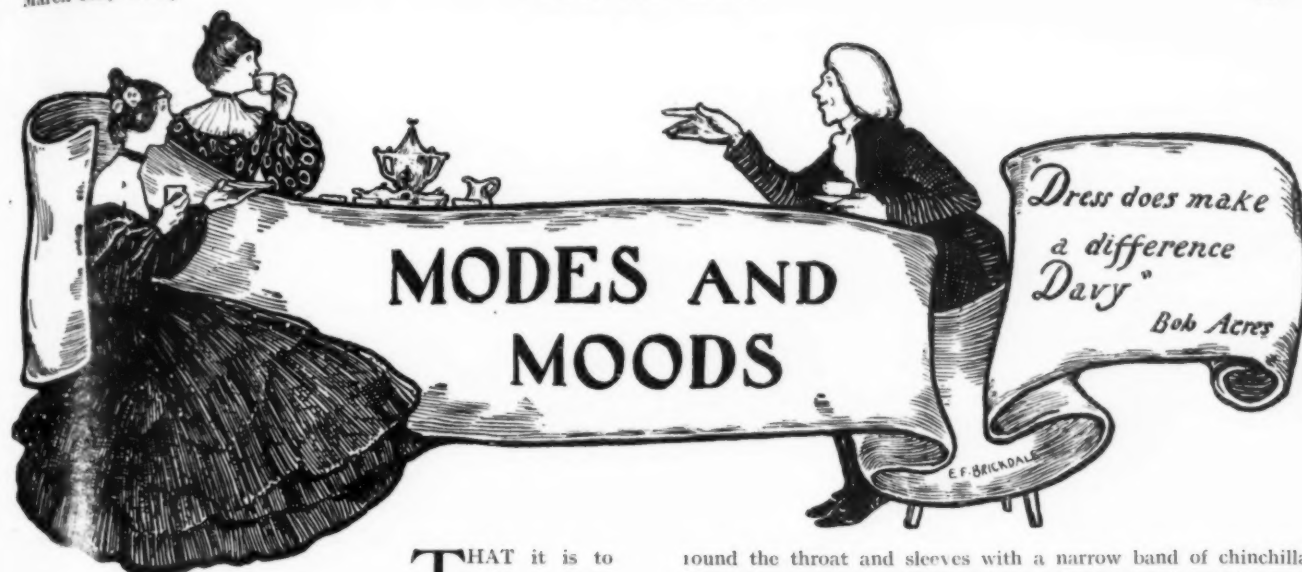
The London and Parisian Motor Company have opened a garage in Newcastle Place, off the Edgware Road, and therefore in a convenient position for motorists coming from the North. Accommodation is provided for about a hundred cars, and the equipment is on modern lines in every respect. The firm make a special feature of their maintenance service, which includes all running costs, wages, livery, garage and an annual overhaul of the car and varnishing the coachwork.

The R.A.C. has received a letter from Scotland Yard thanking the club for the five hundred "Reflex" lights supplied for the use of the police in November and December, 1911. The Commissioner of Police states that the "reflex" lights have been found very useful and effective and that they will be generally adopted by metropolitan police officers when upon cycle duty.

Owing to increase in business, Mr. Max R. Laurence, the Wolseley representative in the Manchester district, has found it necessary to move into larger premises, and from March 1st has been in occupation of 33, Blackfriars Street, Manchester, lately occupied by the Humber Company.

The hill-climbing competition held annually at Shelsley Walsh by the Midland Automobile Club will take place on Saturday, June 7th.





THAT it is to be a season of mantles

the arbiters of Fashion have unanimously agreed. I would, however, have it quickly understood that I use the word mantle in the widest possible sense, the short, loose, mandarin type of coat being included in the term, together with a half-length wrap that in a slight measure recalls the erstwhile favourite dolman. Naturally, at the outset only the leading establishments over here who have a *clientèle* who will try novelties are showing extreme styles. As, for example, a model I saw fashioned of green—the green of a young lettuce—soft satin that clipped the arms about the shoulders, beneath which there was added a veritable volant that swung out quite free. Touches of black were introduced with excellent effect, but the most amazing feature was the lining of tomato-coloured chiffon. It was a daring piece of colouring, but perfectly harmonious. The success, as was pointed out to me, rested chiefly upon the peculiarly happy green chosen.

Inexpressibly charming are some quite simple mantles that fall straight from the neck at the back, and at the hem, which just touches the knees, the fulness is gathered into soft folds or draperies that are drawn towards the front to effect a certain nipped-in appearance. These are frequently expressed in lovely souple brocades, also in soft satin, and far and away the most attractive are marked by a studied simplicity. The quality of the material and handling is everything, and, of course, the colouring, although the probabilities are, as the season advances, these dear little broché wraps will be selected to tone with some special gown.

To view them from another aspect, those who have a quick eye and appreciation for economical suggestions will see obvious possibilities in, say, some neutral shade like mole or gazelle, adjusting various soft satin or cloth skirts to the elegant outdoor wrap and supplementing the scheme with a blouse for the house. I am firmly of opinion, even at this early date, that a dress allowance which exacts deft management to produce the maximum of effect with the modicum of outlay should allow one to invest in one of these mantles.

Ah! yes. And there is just one other revival in the connection. This is an all-over beaded material in all black, clair de lune and grey. The foundation is net, though scarcely a pin's point of that is visible, the beads being worked, or perhaps they are woven in, as closely as possible. Then either down the centre of the back or round the edges, or in any position that will make for a pronounced silhouette, there is introduced a decided pattern. I have yet to discover the precise method of this production. Not that it matters materially, for after all is said and done, the fact that the result is extraordinarily pleasing and most desirable is the chief point. And my prognostication in respect of this beaded fancy—the weight of which, it should be added, is incredibly small—is a big success, although the price will keep it in exclusive realms.

For evening wear favour seems likely to be divided between half-length and full-length wraps, wherefore a style such as forms the subject of my first sketch this week can do no wrong, while to this amiable attribute may be added the virtue of simplicity, perhaps rather more of seeming than reality, since the aspiring small mantua maker, lacking the faculty of touch, might conceivably lose all the smartness of these clever folds. The material is a satin brocade, in a rich tamarisk shade of green, trimmed

round the throat and sleeves with a narrow band of chinchilla. The buttons are of embroidered grey silk, and pick up the tones of the fur, while the caught-up folds in front are captured beneath a hand-made rose of the grey silk, the outer ring formed of open petals, while in the centre these are all clustered together to form the heart of the flower.

Only on the closest investigation of these hand-wrought details is it possible to realise the immense amount of labour



AN EVENING WRAP OF TAMARISK-GREEN BROCADE.

entailed. There is certain to be much trouble and questioning, for example, as to the cost of the artificial flowers this season. I was an interested spectator only the other day at one of our most noted establishments of a controversy between an extremely well-dressed woman and her husband, on the one hand, and a patient assistant on the other. The objective was a coiffure adjunct of diamanté worked in strange scrolls, every small stone of which had been manoeuvred into its place by hand, the whole representing a wealth of labour, which by the would-be purchasers was valued at just about half. Of course, the question is an open one whether from an economic point of view it is wise to encourage such expenditure of time and labour the results whereof are incapable of being grasped by the average intelligence. But the fact remains that



EVENING GOWN IN PINK CHARMEUSE WITH WINGED SLEEVES.

the edict has gone forth in favour of the finest hand-made flowers, and those interested in the production of these and other decorative details are necessarily loud in praise of the artifice brought to bear upon them. There is a great deal, however, that I am bound to admit is singularly ugly and conventional, such as a wreath of upstanding wheat-ears broken at the base by a straggling wreath of giant vivid green marguerites. Others, again, are proportionately fascinating, particularly the light little massed posies that conjure up visions of an old-world garden.

Tulle, I observe, both for coiffure ornaments and in millinery circles, has taken a fresh lease of life. A broad bandeau of black tulle wound round with a chain or diamanté, the front mounted

with two high-standing loops, each steadied by a backbone of the same mock gems, is prominent among the novelties for coiffures dressed rather high, whereas for the small, close dressing that so many women are affecting, though only the few with anything approaching a real success, there are broad waved bandeaux of diamanté worn well forward and guiltless of all upstanding relief. To be worn at an angle tucked in at one side of the head there are smaller tulle loops, for which we may hope for a beneficent modistic fate. Ornaments may stand half a yard high directly in front with impunity; they only become aggressive when poised at an angle. In fact, they are then every whit as annoying as the big matinée hats. A polite bye-law respecting the horizontally-poised aigrette and feather on hats or in the hair would indeed be found very acceptable.

The question of colour becomes more acute every hour; we shall during the coming week have several opportunities of seeing the first season's spring displays. At one great West End house every window will be dressed with a different colour. Although individual titles will be given, and which it is no part of my task to detail in these columns, those who are sufficiently fortunately placed to be able to personally inspect these schemes will learn of the lead greens are likely to take, ranging from the deepest evergreen shades; also of the continued preference bestowed on all the tan tones and delicate champagne and gazelle nuances. Even the new gloves of the season include a so-called champagne which almost verges on a chamois. These in glacé kid, heavily stitched with black, and closing with two very large buttons, will be among the smartest novelties for day wear. The stitching, I think, is the heaviest we have ever had, and is likewise to be found on white gloves, both in black and white. With the extraordinary varying types of sleeves, this item of the toilet has every appearance of running into money. To meet the requirements of a three-quarter-length sleeve that is to be met alike in coats, bodices and blouses, there is provided an eight-button-length mousquetaire, whereas with sleeves that fall over the hand, and are, moreover, closely buttoned to the wrist, the speculation is becoming rife as to whether we shall be able to wear other than a one-button glove. Many recent brides have discarded gloves entirely, and, of a truth, there seems some sense in that movement. Again, think of the length of glove we shall be tempted to adopt with the sleeveless evening corsage! Certainly the subject throughout invites the closest study, and I shall be interested in gathering all the latest pieces of information to chronicle in these pages.

An evening gown with the new wing sleeve of lace is revealed in the second picture. This is quite a gem of a model, with that quiet dignity of line which is the salient feature of all the best successes. Over a petticoat of fine lace, that is kept as filmy and diaphanous as possible, there fall draperies of soft satin in a very delicate shade of rose pink, the folds caught beneath a large full-blown rose with silver foliage. The odd side effect, which is so prevalent, is in this case confined to the skirt, the left hand falling perfectly straight, while the right is treated more or less *en pannier*. Above the waist, what might be termed a deep corselet is arranged of the satin, laid in slight folds, the top set within a two inch fold of amethyst velvet, and from beneath this rises a corsage of white crêpe chiffon that is carried perfectly flat over the shoulders, the selvedge forming the edge. And over all swing the wing or angel sleeves of lace, a silver and diamanté tassel weighting the corners at the back. A host of coquettish little movements can be worked with these free agents, the one side, for example, being slung round the arm, while the other is left to hang, or the length even allows of the corner being carried across the front and over the opposite shoulder. One other detail I should like to explain, since in a black-and-white drawing it is not visible, and that is the long chain of amethysts, worn and looped up under another rose, with its silver foliage and dewdrops.

To be observed with care among the new season's materials is a Terry velours. This is a very remarkable production, and, moreover, it is British. It would scarcely be fair to divulge its origin; but I may say that there are both plain qualities and the most enchanting broché effects, the two being dyed to exactly harmonise to make the approved coats and skirts. The title, "Terry," gives an indication of the style of material this is, a tiny rib or line occurring in the weave. Voiles, too, are offered in a variety of fresh aspects and improved qualities. Delicately-coloured Paisley bordered voiles promise to make up into enchanting summer frocks, although even newer is a border known as "zagzig," a sort of éponge that stands up in relief against the fineness of the voile, and is especially arresting in all white.

L. M.



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## MAGAZINES OF THE MONTH.

### THE NINETEENTH CENTURY.

**M**R. WRAY SKILBECK manages with considerable skill to give in his review every month a number of weighty deliverances on the things that matter by the men who know. Take the themes dealt with in the current number and it will be found that they are almost without exception the topics which are engaging the attention of thoughtful men at the present moment. The only omission of importance is the question of land, which probably is exciting more discussion at the moment than any other. But we have the place of honour given to that most important topic of "National Safety," treated in three articles: "Invasion and National Safety," by Major-General H. B. Jefferys, C.B.; "The Real Obstacle to Military Reform," by the Marquess of Ailesbury; and "A Note on the Financial Situation," by J. W. Cross. Following that comes a contribution from Dr. F. B. Vrooman on "The Imperial Idea: From the Point of View of Vancouver." The writing in this is a little rugged, but the practical point made is of great importance. It is that true Imperial statesmanship would be as solicitous for the safety of the Pacific seaboard as for the North Sea. Our statesmen, in view of the conditions and necessities of the hour, need to widen their views and their policy. Mrs. Archibald Colquhoun discusses the unending women controversy, Mr. Harrison writes on "Antarctic Exploration," Sir Harry Johnston on "The Final Solution of the Eastern Question" and so on. We were exceptionally interested in the Hon. John Collier's discussion on "The Art of Alma-Tadema." With much that he has to say about the limitations of the art critic we are in sympathy, and yet his own indictment of Alma-Tadema is a severe one. Thus "his art had its limitations—to me it is not quite human enough. He dwelt a little too much on the superficial decorative side of ancient life." In the picture of "The Roses of Heliogabalus" he was too weak to paint the stern cruelty of the scene. Mr. Collier's excuse is that, after all, "an artist must choose his own subjects"; but it is by his choice, as well as by his treatment, that he comes to be judged.

### THE ENGLISH REVIEW.

IN the *English Review* the strongest article is that of Lord Roberts on "The Lesson of the Balkan War," a fine contribution from the old man eloquent. The poetry, which is always a feature of this review, is "Aphrodite at Leatherhead," by John Helston. From an editorial note we learn that Mr. Helston was for years a working mechanic—turner, fitter, etc.—in electrical, locomotive, motor-car and other workshops. He has now come out as a bard of the passionate, sensuous type. His poem has both colour and emotion, and it shares with a well-known poem of the late Lord Tennyson's the distinction of ending with a line of sheer prose:

" . . . her glory gloved,

At every bend along the London road."

This is comparable to Tennyson's last line in "Enoch Arden":

"The little port

Had seldom seen a costlier funeral,"

and closely approaches Wordsworth's apotheosis:

"A Mr. Wilkinson, a clergyman."

Still, it is not typical of the poem, which is really very fine and imaginative. Other notable contributions are Lady Gregory's article on "Synge"; Mr. G. W. Foote's "George Meredith: Freethinker"; and Sir Alfred Mond's "The Pilgrimage of Mr. Bonar Law."

### THE BRITISH REVIEW.

"THE BRITISH REVIEW" at a distance follows the *English Review*. Its leading article is Mr. Mair's "Aerial Defence." The poetry in it is contributed by Owen Seaman, Thomas Moulton and J. C. Squire. The last-mentioned is a perpetration for which Mr. Masfield would appear to be responsible. It has an Authorial note which declares that "it is a production of the School of Real Human Emotion that is leading a return to Life and Religion and Natural Action as against the refined æstheticisms of so many of our modern poets." It certainly is a contrast to refined æstheticisms of any kind. But the author would seem to be only making rather coarse fun of his model. The best articles in the number are those by Professor Henslow on "The Origin of Speech in Self-Adaptation to Changed Conditions of Life"; and Mr. F. E. Smith's "The Future of Female Suffrage in England."

### THE STRAND MAGAZINE.

IN this number the greatest attraction is the opening of Sir Arthur Conan Doyle's new story, "The Poison Belt," "being an account of another amazing adventure of Professor George E. Challenger, Lord John Roxton, Professor Summerlee and Mr. E. D. Malone, the discoverers of the Lost World." The other contents of the number are as lively and interesting as usual. Sir Joseph Lyons gives his "Reminiscences." Mr. Pett Ridge's "Disappearing Trick" is most entertaining; and, in fact, the number is a very strong one.

### SCRIBNER'S MAGAZINE.

IN *Scribner's Magazine* there are two articles of an unusually good number which deserve close attention. One is the story of "The Rescue of the Titanic Survivors," by Captain Rostron, Commander of s.s. Carpathia. It is a sober and matter-of-fact yet sympathetic account of a terrible and thrilling event. The other is the continuation of Mr. Price Collier's account of "Germany and the Germans." This section deals with what he calls "The Distaff Side," that is to say, the German women. It is a piece of very keen analysis which goes to show that the German State is too grandmotherly, and takes so much care of the men that they are losing the ability to take care of themselves; while the women are even still more helpless. The attitude of the sexes to one another is illustrated among other ways by the following little disquisition: "No word in the English language is used so often from the pulpit as the word *love*, but this cannot be said of the use of *amor* in France or of *Liebe* in Germany. Nations pour themselves into the tiny moulds of words and give us statuettes of themselves. The Anglo-Saxon, the Latin, and the Teuton have filled these three words with a certain vague philosophy of themselves, a hazy composite photograph of themselves. No one writer or painter, no one incident, no one tragedy, no one day or year of history has done this. To us, love is the coldest, cleanest, as it is perhaps the most royal of the three.



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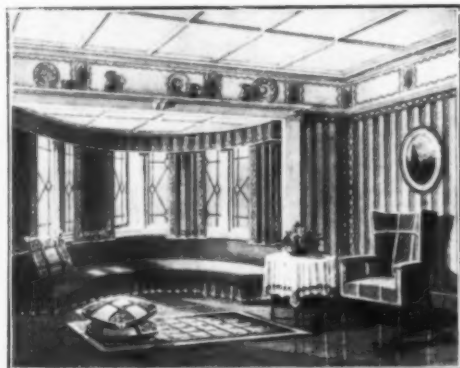
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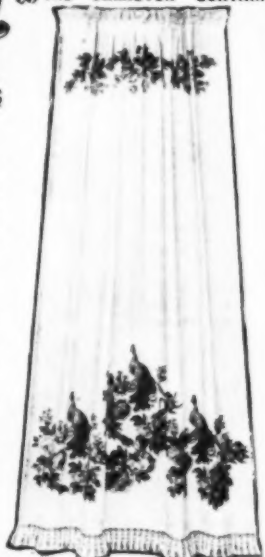
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### THE DEVELOPMENT OF KINGSWAY.

The reproach of unappropriated sites is being steadily removed from Kingsway, and it is developing into the stately and important business thoroughfare for which it was originally designed. The latest addition to the firms which have taken up their abode in Kingsway is the Dictaphone Company, which on February 25th removed thither from its original premises in Oxford Street. The opening ceremony was performed by Sir Herbert Marshall, J.P., of Leicester and Regent House. Many well-known London business men were present at the invitation of the Managing Director, Mr. Thomas Dixon, and a message of congratulation by "wireless" from Commendatore G. Marconi, who has at Marconi House in the Strand one of the largest Dictaphone installations in the country, was an interesting incident of the ceremony. The Company's new offices are faultless in regard to their business equipment, and light and air space, to which so much importance is attached by systems experts, have been most generously dealt with.

### HOUSEHOLD CLEANING.

The first sunshine of spring has a malevolent way of showing the necessity for that yearly penance, the "spring clean," in the best-kept house, and when once one begins to remove covers and curtains and take up carpets one is generally appalled by the ravages of a winter's wear and tear on even the best materials. It is astonishing, however, to see what a difference careful dry-cleaning will make to even the most hopeless subjects, and a really reliable firm to whom the work may safely be entrusted is Messrs. Clark and Co., dyers and dry-cleaners, Hallcroft Works, Retford. This firm have a special dry process whereby not only are the materials exquisitely cleaned, but in many cases faded colours are revived with no danger of shrinkage or loss of shape. Also it kills moths and their eggs if these pests have attacked woollen articles. Carpets are cleaned by exactly the same process as clothing or curtains, and a speciality is made of dyeing them. A price-list for cleaning and dyeing practically every household article, and also clothing, will be sent post free if COUNTRY LIFE is mentioned.

### FOR THE STORE[CUPBOARD.

All good housekeepers realise the necessity of keeping a bottle or two of good soup and a jar of meat essence ready for emergency; but at this time of year, when colds seem more malignantly swift in their attack than even in the autumn, they are more valuable than ever. Essences, of course, need only be used in times of actual illness or as flavouring to gravies, etc., but in the temporary lapse of the stockpot, which must occur occasionally, especially in a small household, its contents can be honourably replaced by a bottled soup such as Brand's Mock Turtle, Consommé, Ox-tail, Chicken Broth, etc. One can ring the changes on at least a score of soups made by this famous firm, all most moderately priced and all prepared from the finest meats. Doctors have advocated the use of Brand's Essence for many years, and it is largely used in hospitals throughout the world; as an easily assimilated concentrated food, their essence of beef, chicken, mutton or veal, eaten in the jelly form with bread or biscuits, form a nourishing meal of absolute purity and digestibility. The essence of chicken is particularly to be commended, a whole chicken being concentrated into a small bottle, costing but 4s.

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